

60 LOST IN THE FLOOD.

Railroad Track and Telegraph
Wrecked for 80 Miles.

PROPERTY LOSS \$2,000,000.

Great Devastation Wrought in the
Deep Gorges.

"Strong Man" of a Travelling Troupe Rescued.

May—100 Cars Wrecked and Trainloads

of Coal Swept Away—Loss to the Norfolk

and Western, \$1,000,000, and to Mine

About the Same—It Will Be a Week Before

Railroad Travel Can Be Resumed—Wrecked

Streams Piled High in the Beds of the

Gorges, Which Have Sunk to Their Normal

Level—Refugees Who Fled to the Hills

Are Sure to Suffer Great Hardships.

BLUEFIELD, W. Va., June 24.—Although two days have passed since the suddenly rising waters of the North Fork and the Elk River wrought such havoc among the mining villages scattered throughout the Pocahontas coal region, no one is able to make more than a guesstimate of the loss of human life and property. It is certain that the damage to railroad and mining property was enormous. Fortunately, and almost by a miracle, the sacrifice of men, women and children whose homes were in the path of the flood is much smaller than was at first reported. General Manager I. E. Johnson of the Norfolk and Western Railway says he believes the number of lives lost does not exceed sixty. Despite the confident reports brought to the edge of the flooded region by a few straggling miners and other persons, estimating that the loss of life aggregates 200 or more, it is significant that not one of them can name a single village where more than four persons lost their lives. It is probable that even General Manager Johnson's estimate, which he frankly admits is a guess, is exaggerated.

The flood was paralyzing in its effects. It paralyzed communication, both by rail and by telegraph, and apparently it benumbed the senses of the inhabitants of the mining villages. Communication between the little coal towns in the valleys of the Elk River and the North Fork is down and difficult. The facts that are certain are these: The tracks of the Norfolk and Western Railway are broken and useless for a distance of eighty miles in West Virginia. The telegraph over the same distance is useless. At least thirty persons were drowned or killed by floating debris and the damage to railroad and other property is about \$2,000,000.

The flood began at 2 o'clock in the morning of last Saturday. At that hour rain fell in torrents throughout the Pocahontas mining regions between Bluefield on the east and Gray on the west, and it continued unabated for about six hours.

The rain was accompanied by such unusual thunder and lightning that the inhabitants of the whole region were awakened. Fortunately the highest water in the rushing mountain streams did not occur until after daylight. Had the worst flood taken place at night the loss of life would have been much greater. Both the North Fork and the Elk River flow through gorges which, though of great depth, are extremely narrow. In the very bottom of these gorges and a maze of tributary valleys, each containing its rapidly flowing creek, the dwellings of the miners are huddled along the banks of the streams. To-day the waters of the Elk River, the North Fork, the Tug and the scores of smaller streams are scarcely above their normal height. They subside almost as rapidly as they rose, but the flood, brief as it was, left enormous ruin behind it.

HOUSES PILED UP IN MASSES.

The rails of the Norfolk and Western tracks in scores of places are twisted like straws. Not a bridge, wooden or iron, remains over any stream in the eighty-mile section affected by the freshet. Mines and towns are piled up in mountainous masses along the beds of the streams. Spill tracks leading to the coal mines have slid bodily down the mountain sides. Even the coke ovens at some points were swept away with their molten contents. The miners and their families stuck to their houses until the danger was imminent, kept there by the blinding torrents of rain and not realizing the rapidity with which the streams were rising. At Ennis, the creek rose six feet in twenty minutes, and before the miners realized the danger their houses began to move away.

Every stream in the myriad gorges of the Appalachian mountain system for a radius of thirty miles around North Fork Junction was swollen to ten times its normal size, and the deluge of rain poured from the steep mountain sides from the roof of a house. A man, a woman and two children were drowned at Algonia, the first mining village on the North Fork, and at least fifty persons witnessed the sight from the mountain side, unable to save them. They were clinging to the roof of their house as it floated down the stream. The building struck a jam of driftwood and overturned.

A blacksmith in the same village caught a rope thrown to his house by neighbors as it swept down the creek. He held on until he had almost reached safe ground.

New Fast Train to Colorado via Missouri Pacific

The Missouri Pacific Railway is now operating

double daily service from St. Louis and Kansas City

to points in Colorado, Utah and the Pacific Coast.

Trains leave St. Louis 9:30 A. M. and 10:10 P. M.

Kansas City 6:00 P. M. and 10:10 A. M., arriving

through sleeping cars between St. Louis and San

Francisco without change. Excursion tickets now on

sale. For further information, address Wm. E. Hoyt,

G. E. P. Office, 301 Broadway, N. Y.—Ad.

when he suddenly lost it and disappeared

in the torrent.

HERO OF THE HOUR A "STRONG MAN."

A variety show known as Joffe's Bright Lights had given a performance at Poanoke village on Friday night. Among the performers was a "strong man," who during the flood became the hero of the hour. He saved four persons from the stream, wading among floating driftwood and debris to the bank, carrying a man or a woman each time on his shoulders. One of these, the proprietor of the show, had been knocked senseless in midstream by a floating log. The house of W. D. Ord, general manager of the Empire coalmine at Landgraf, was swept away with a dozen other buildings and the inmates were barely saved.

In the bed along the sides of the stream between Vivian and Keystone a dozen bodies of miners, as yet unidentified, have been recovered. Although the flood covered territory of several hundred square miles the loss of life in the great disaster to property was confined to the region about eighteen miles long between Ennis and Vivian. The eleven little mining settlements on the North Fork were the worst sufferers. The inhabitants believe there was a cloudburst early Saturday morning near the headwaters of the stream, so sudden and disastrous was the flood and so blinding the downfall of rain.

DAMAGE TO MINES.

At North Fork Junction sixteen buildings were swept away within ten minutes after the danger was first appreciated. The eleven mining companies suffered a loss probably exceeding \$500,000. At Rolfe a safe was lost in the river. The stream nearly two miles. There is likely to be some destruction among the mines and their families.

At some places on the North Fork nearly all the commissary stores were washed away, and transportation from the outside world is impossible. The mining companies further west in the power of the flood and feed the miners whose homes were swept away, and with the reopening of rail communication within the next ten days the danger of famine in this isolated region will be averted.

GOING OVER FLOODED DISTRICT.

Several high officials of the railroad reached the eastern edge of the flooded region this morning. No train can go further west than Ennis, and the reports from the west are conflicting. Several persons arrived at Ennis this afternoon and to-night, who have walked the distance of the flooded region. A party of railroad officials and newspaper men walked several miles toward North Fork Junction this morning. The distance is impassable, even for persons on foot, and the tremendous work of destruction at every point makes it impossible. One of the railroad officials, in connection with this season's remarkable floods.

On April 21, the New River was higher than ever known before, and several iron bridges were swept away. On May 21, the waters of the same stream were two feet higher than it was a month before. On June 24, the flood was the worst of the season. General Superintendent Cassell, of the Norfolk and Western, telegraphed to President Fink that the damage to the railroad was estimated at \$1,000,000, and that the mining companies suffered equally. This makes no account of the loss in revenues from passenger and freight traffic. At least one hundred lives were lost. The fact that the tracks of the Norfolk and Western Railway are broken and useless for a distance of eighty miles in West Virginia. The telegraph over the same distance is useless. At least thirty persons were drowned or killed by floating debris and the damage to railroad and other property is about \$2,000,000.

SOME OF THE DEAD.

The dead from the flood are being recovered and identified. The relief corps has only been able to recover a few bodies. The body of a woman, her daughter, Mrs. Nellie Smith, and granddaughter, Annie Smith, washed down in their cabin. Sam Pointdexter, John Lewis, and four children, all colored, John Lewis, white man, and a Hungarian mother and baby.

A grave yard was overflowed, and the dead were carried away by the flood, floated away. The extent of the damage suffered by the railroad is known as far as Welch. Between Ennis and Welch the bridge is standing. The tunnel several miles beyond Vivian is cleared of the track from one end to the other, no vestige of it remaining.

All the bridges and tracks on the Flipping creek, North Fork, Bluestone and Simon creek branches are destroyed.

This morning many trainloads of men from all occupations left here to aid in the work of rescue and repairing.

The railroad shovels, conductors, engineers and firemen are working day and night. Every available man on the nearly a thousand-mile system has been rushed to the scene.

Attempts to reconnecting railroads for working crews and men have been responded to.

The Crane Creek branch of the Norfolk and Western, which has been recently graded, on which the track had not been laid, has been completely destroyed for seven miles and will have to be rebuilt.

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household goods.

The people stood on the banks watching their homes float off, river from banks with people in them calling for help, which was impossible to render. As near as can be ascertained five families were swept away.

The lumber of the W. M. Ritter Lumber Company, near the mouth of the creek, was carried off. Fifty houses went, together with 5,000,000 feet of lumber. The same company lost 5,000,000 feet of lumber and all their houses and commissaries on the west fork of Elk River.

All day and night lumber, a wrecking train sent out from this place reports that the tracks are washed away for five or six miles and covered with debris.

FEARFUL WRECK IN WILLIAMSON.

WILLIAMSON, W. Va., June 24.—It is estimated here that the loss to property interests for fifty miles up the river is at least \$4,000,000, while the Norfolk and Western's loss is at least \$1,000,000.

Williamson is about one hundred miles from the Ohio River on the Tug River and all the water that comes from the flooded district must come here.

Two yards of the Ritter Lumber Company, fifty miles above here, were swept away by the water in the Tug River, which rose twenty feet in three hours.

A wrecking train sent out from this place reports that the tracks are washed away for five or six miles and covered with debris.

On the Norfolk and Western not only were the rails and ties washed away, but for long stretches the roadbed itself was destroyed. The tracks from Matamoras to Falls Mills, a stretch of 100 miles.

The houses from entire villages have been swept away, although it is believed that in general the people escaped. The houses and escaped to the hills. Not one of 200 houses at Keystone is left. At least two hundred persons are supposed to have perished there.

Virgil A. Lewis, ex-State Superintendent of Schools, tried to find White's Creek yesterday with a horse and buggy. A log struck the vehicle and it was overturned, and the branches of a willow tree was saved.

Scores of buildings were swept away in Caidale, Ennis, Mobrey, Vivian and Benwood. Bridges at various points in the Elk River were carried from their foundations. Women and children, seeking for safety, fled to the hills. The flood moved up by logs and debris, and many were submerged and lost.

PYNCHON NATIONAL BANK CLOSED.

Temporary Receiver for an Old Institution of

Springfield, Mass.

WASHINGTON, June 24.—The Pyncheon National Bank of Springfield, Mass., was closed to-day by direction of the Comptroller of the Currency upon a report from Bank Examiner John B. Cunningham.

Shocking the bank to be insolvent. Ellis B. Pepper has been appointed temporary receiver and Examiner Cunningham will remain in charge of the bank pending the arrival of the receiver.

The following is a statement of the resources and liabilities of the bank as shown by a special report of its condition at the close of business June 10, 1901:

Capital stock \$200,000, surplus and undivided profits \$105,913, circulation \$106,500, due to trust companies and savings banks \$352,073, due to National banks \$40,675, due to reserve agents \$7,212, dividends unpaid \$12,554, total liabilities \$1,842,983.

The failure of the bank is due to depreciation of securities and excessive loans to companies and individuals beyond their financial responsibility. It is not believed that the losses to depositors will be large.

SPRINGFIELD, Mass., June 24.—The Pyncheon Bank has been under the management of Edward P. Chapin, who resigned the position of State Savings Bank commissioner to take the place.

up to ten years ago, when he was a very conservative, but Mr. Chapin was expected to increase the deposits, which he did to a large extent through his acquaintance with savings bank men.

He also invested in American Writing Paper stock to the extent of \$1,000,000, which depreciated.

There have been rumors affecting the stability of the bank for some time, and it has been known to have failed over some years ago. The directors are Edward P. Chapin, H. C. Rowley, James T. Abbe, C. C. Lewis, William O. Day and J. S. Sanderson.

FUN WITH A FIRE HOSE.

West Side Boys Wetted Everything and Every-

body, Including a Cop.

A hundred boys, more or less, with 100 feet of the hose which had been left at the corner of the hose and water company in West Thirtieth street, wet down everything and everybody in sight, including a cop, on the Thirtieth street block west of Ninth avenue last night.

They attached the hose to a hydrant, turned on the water and then cleared the streets of the block. They sent the stream into the windows and hallways which could reach with the hose. They wetted the water of the hydrant, turned the water off and then cleared the streets of the block.

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INTERNATIONAL TRUST NO. 1

TO CONTROL SALT WORKS OF ENGLAND,

CANADA AND UNITED STATES.

Spain, Italy and South America Already In

—This Is the First Hands-Over-Sea Com-

bination of Corporations—Talk of \$50,000,000

Capital—Yankees Have the Big End of It.

To control the salt of the earth will be the mission of a new combination that, an officer of the National Salt Company stated yesterday is about ready for launch. It will be an international "trust"—the first of the sort. The National Salt Company has its office in the building of the Standard Oil Company at 20 Broadway, and Wall Street believes that Standard Oil interests are connected with it. It has a capital stock of \$7,000,000 of common and \$5,000,000 of 7 per cent. non-cumulative preferred shares, and it practically controls all the salt deposits and trade of the United States, with the exception of the salt in the seas, that leave this country's shores. The officer of the company who told about the plans for the international salt combination said:

A combination to include the National Salt Company and the Salt Union of England has been under advisement for some months and has been gradually coming to a head. The matter is now practically ready for closing. The International Salt Company is the name proposed for the new corporation which will take over the combined corporations. When formed it will have a total production of 5,000,000 to 6,000,000 tons of salt annually, of which the National company's output will be about one-third. Outside of the savings bank, the company will supply the entire world with salt—both for the table and for curing. Not only will the company's markets include the United States and Canada, but they will also include Continental Europe, Africa and Japan, China and other Asiatic countries.

The Salt Union of England got its salt from sea wells in the Cheshire district and it supplies Great Britain and her colonies. The Canadian Salt Company gets salt from wells in the Province of Ontario and supplies the Dominion with salt, while the National company has its wells and mines in various States, including New York, Michigan, Ohio, Kansas, Texas and Louisiana, and controls the United States salt trade. With the combination formed a plan will be put into operation by the company for obtaining salt from the world's salt which will be used for curing fish.

Archibald S. White, President of the National Salt Company, has been conducting negotiations for the international combination, whose capital stock is expected to be put up at least \$50,000,000. A Mr. White, here in England, who is represented the English side of the matter.

In fact, one report had it that the National Salt Company interests have for some time been in the hands of the National Salt Company, which is now proposed to combine. The National Salt Company was formed in March, 1890, to take over the salt business of the National Salt Company of West Virginia, which was the distributor of the product of thirteen New York companies that controlled about 90 per cent. of the evaporated salt product of this State.

In October, 1899, the National company acquired the leading salt concerns in Ohio and Michigan, and since that time it has controlled about 94 per cent. of the evaporated salt output of this country east of the Rocky Mountains.

April 4, 1900, the Spanish-American Salt Company was organized under the laws of New Jersey, with a capital stock of \$1,000,000. It was a combination of the National Salt Company, which is now proposed to combine. The National Salt Company was formed in March, 1890, to take over the salt business of the National Salt Company of West Virginia, which was the distributor of the product of thirteen New York companies that controlled about 90 per cent. of the evaporated salt product of this State.

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FLOATING ELEVATOR SUNK.

Violent Squalls Tipped It Over in Staten

Island Sound.

An experimental coal-elevating barge, with towering steel, mast-like trusses supporting an endless chain of scoops, started from the coal docks at Elizabethport on Sunday afternoon in tow of the tug Erie. The barge had in its hold, which is between ten feet deep and without a longitudinal bulkhead, about 1,000 tons of coal that it intended to discharge into the bunkers of a tramp steamer at Bayonne. The Erie was lashed to the barge's port side.

When about a mile out in Staten Island Sound a squall that had gathered energy in its uninterrupted sweep across Newark Bay ran afoul of the barge.

Her steel superstructure was built high enough to overtop the rail of the tallest freighter in service. Besides the weight of the trusses, which are Y-shaped and about thirty feet apart, there was also the weight of the big steel scoops, more than two-thirds of them above deck, to help make the barge topheavy in stress of weather. Capt. Cox of the Erie and the skipper of the barge thought the weight of 1,000 tons of coal below would counterbalance the biggest wind and side of a tornado that might be hatched in the wind caves of New Jersey.

The squall that was weaving ruffles on the bay was exceptionally fierce. It swooped down on the forty work of the big barge and she bent before it to starboard. Her cargo, which was being hoisted by a derrick, and the steel work of the barge, like a leaning tower of Pisa.

If there had been only one squall in commission around Newark Bay, the skipper of the barge and his four men, including the negro cook, might have started cowering on the deck, but the squall was not so kind. Beyond the bay in the level marshes there was a whole brood of little and big squalls hatched or hatching, and they came fast on the course of the first gyration. The second squall was upon the barge a minute or so after the first, and she heeled further to starboard, lifting the tugboat lashed to her port side nearly out of the water. Capt. Cox and the lashings as the third squall rushed down on the barge and sent her on her side. There was a great roar of coal into the sound and a mighty rush of sound into the hull of the barge.

The skipper of the barge and all hands except the negro cook jumped overboard and were picked up by the tug. The cook was drowned in the gully. The barge sank starboard side down in about eighteen feet of water, almost in the middle of the channel at the entrance of the Staten Island Sound. The tug was slightly damaged by fouling the barge as she careened.

The barge was built at Nixon's shipyard and cost about \$50,000. She belongs to the Automatic Barge Company and, besides being intended for rapidly clearing commercial vessels, is designed for clearing coal warships at sea. She is 145 feet long and 20 feet wide. She is only slightly damaged and will be raised. She loaded and discharged coal with her scoops, each holding about a bushel, somewhat in the way grain elevators load and unload grain.

KIDNAPER GOLD POURS IN.

One Steamer Brings \$1,300,000 to Seattle

—\$2,500,000 on Other Vessels.

SEATTLE, Wash., June 24.—The steamer Dolphin, from Skagway June 20, brought \$1,300,000 worth of Klondike gold dust, the million being consigned to the Bank of Commerce and the remainder to individuals. Another heavy shipment of \$2,500,000 was made from Dawson on June 12, coming out by the Lower Yukon steamers by way of Alaska.

The Dolphin is owned by the Alaska Transportation and Alaska Commercial companies. Up to 1 o'clock this afternoon sixty-three miners had deposited \$700,000 in gold dust at the Government Assay Office. The Dolphin brought down 10 passengers.

ALBUQUERQUE, N. M., June 24.—The steamship Hating arrived this morning from Skagway with forty passengers. Major Wood, head of the Klondike Police, and his wife, and a son of the Yukon will be \$50,000 more than last year, or in round figures, \$25,000,000. The Klondike is now being mined with a big machine. The Klondike is now being mined with a big machine. The Klondike is now being mined with a big machine.

The latest mining excitement, according to newspapers brought down, is the discovery of a big quartz ledge thought to be continuation of the White Horse Copper Belt. The discovery is located between the Klondike and the Yukon rivers, and is about 100 feet wide and very rich in copper. The find is about 100 feet wide and very rich in copper. The find is about 100 feet wide and very rich in copper.

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